

**AMENDMENTS TO THE SPECIFICATION**

**On Page 1, please revise paragraph 2 beginning on line 2 as follows:**

There are various known technologies for protecting drivers by mounting air bag devices on a motorbike. For example, a technology is known in which an air bag stored in a case mounted on a vehicle body frame is allowed to deploy and inflate by an expanding gas in the event of a frontal collision and, thereby, the driver is restrained (for example, refer to Japanese Unexamined Patent Application Publication No. 2002-137777). This technology allows the possibility of ensuring a large protection area provided by the air bag. However, in the case where an air bag device is mounted on a vehicle body, such as a motorbike, and is configured to open in all directions, the establishment of a technology further effective for reliably restraining the driver with the air bag is highly demanded.

**On Page 1, please revise paragraph 4 beginning on line 2 as follows:**

In order to achieve the above-described object, the invention has been constructed according to ~~each Claim~~ several forms. The invention according to each of these ~~Claims~~ forms can be applied to configurations of air bag devices mounted on various types of motorbikes. In the present specification, the term "motorbike" includes saddle-type vehicles in a broad sense, that is, vehicles of the type in which a driver sits astride a seat. Examples thereof include both a two-wheeled motor vehicle of the type in which a fuel tank is also installed forward of the driver's seat and a two-wheeled motor vehicle of the scooter-type in which a space is provided between the driver's seat and a head pipe for supporting the handlebar. The above-described "motorbike" broadly includes vehicles which have at least three wheels and in which the driver sits astride a seat (for example, a three-wheeled motorbike used for delivering pizzas and a three-wheeled or four-wheeled buggy-type

motorbike for travelling on roads in bad conditions), and furthermore, vehicles, such as snowmobiles, which maneuver with the aid of a sled or pedrail and in which the driver sits astride a seat, in addition to two-wheeled motor vehicles.

**On Page 2, please revise paragraph 5 beginning on line 1 as follows:**

In the invention according to ~~Claim-1~~ a first form, an air bag device mounted on a motorbike is provided with an air bag and a holder.

**On Page 3, please revise paragraph 14 beginning on line 1 as follows:**

In the air bag device according to ~~Claim-1~~ the first form, preferably, the air bag is mountable on a handlebar portion which is the vehicle body-side component, as in ~~Claim-2~~ a second form. The term "handlebar portion" in the present invention refers to the handlebar itself, various components, e.g., a bracket, mounted on the handlebar, and those having a configuration in which these various components and the handlebar are combined. For example, a configuration in which at least a part of the air bag is indirectly mounted on the handlebar with a bracket or the like therebetween is included in the "mounted on the handlebar portion" criteria in the present invention, in addition to the configuration in which at least a part of the air bag is directly mounted on the handlebar.

**On Page 5, please revise paragraph 17 beginning on line 1 as follows:**

In the configuration of the invention according to ~~Claim-3~~ a third form, the disposition portion disposed outside the holder, as in the configuration of the air bag device according to ~~Claim-1 or 2~~ the first or second forms, is covered with a covering component. Examples of components appropriately used as this covering component include a cloth or resin component covering the periphery of the air bag. The above-described covering component has the effect of maintaining the folding

state of the folded air bag, the effect of protecting the air bag from the outside, and the like. When the air bag deploys and inflates, this covering component is broken or is pushed away, therefore permitting the deployment and inflation of the air bag. In this configuration, the deployment and inflation of the air bag are not hindered by the covering component.

On Page 5, please revise paragraph 18 beginning on line 1 as follows:

The invention according to ~~Claim 4~~ a fourth form is specified to a motorbike equipped with the air bag device according to any one of ~~Claims 1 to 3~~ the previously described forms. This motorbike has a configuration in which at least a part of the air bag is mounted on the vehicle body-side component outside the holder. In this manner, it is possible to avoid the air bag becoming caught on the projection and the like of the vehicle body-side component, thereby inhibiting deployment and inflation of the air bag. Consequently, a motorbike capable of achieving adequate protection of the driver in an accident is provided.

On Page 6, please add the following paragraph after paragraph 27:

FIG. 10 is a diagram showing a folded first portion of the airbag stored in the retainer and a differently folded second portion of the airbag drawn out of the airbag and mounted to the handlebar.

On Page 7, please revise paragraph 30 beginning on line 9 as follows:

The area above the vehicle body construction portion 101 of the two-wheeled motor vehicle 100, to the front side of the driver, is defined as a driver-protection area 130 in the event of a frontal collision of the two-wheeled motor vehicle 100. In the present embodiment, the term "frontal collision" broadly includes a situation in which the two-wheeled motor vehicle 100 collides with another object

(not specifically shown in the drawing for convenience). The term "driver-protection area 130" in the present embodiment is defined as a space which extends in the forward movement direction 10 in the case where the driver comes close to moving forward of the two-wheeled motor vehicle 100 due to the kinetic energy of the frontal collision, and in which ~~restrains and protects~~ the driver who comes close to being thrown forward of the two-wheeled motor vehicle 100 is restrained and protected.

**On Page 12, please revise paragraph 52 beginning on line 3 as follows:**

In the above-described embodiment, the scooter-type two-wheeled motor vehicle 100 is explained. However, the present invention may also be applied to other types of motorbikes.